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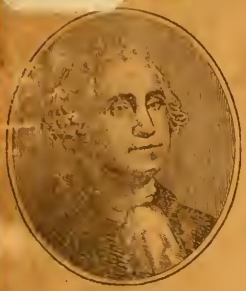

WASHINGTON

THE SOUND STATE AND ITS CHIEF CITY

SEATTLE

ISSUED BY

The Chamber of Commerce

JUNE, 1890.

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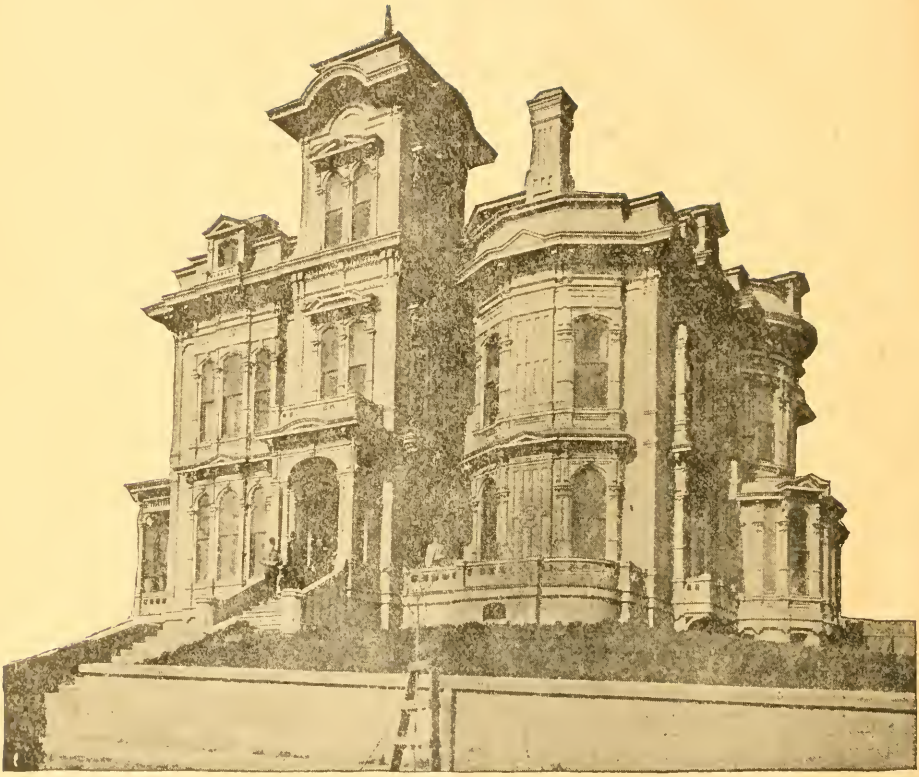

CHAMBER OF COMMERCE BUILDING.

A WONDERFUL CITY,

LEADING ALL OTHERS IN WASHINGTON, OREGON, MONTANA, IDAHO AND BRITISH COLUMBIA:

SEATTLE,

ITS PAST HISTORY, RECENT PROGRESS AND PRESENT ADVANCED POSITION.

BY J. W. DODGE,

SECRETARY OF THE CHAMBER OF COMMERCE.

1890

Seattle.
Lowman & Hanford Stationery and Printing Company.
1890.

SEATTLE CHAMBER OF COMMERCE

1890

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PREFACE.

This pamphlet is issued by the Seattle Chamber of Commerce for the purpose of giving briefly, authentic information as to the climate, resources and advantages of that portion of the State of Washington adjacent to Puget Sound, and especially of Seattle, the metropolis of the State; conveying to home-seekers and to capitalists desiring profitable investments a correct idea of what will be found here in the way of natural resources, climate, transportation facilities, commerce, trade and social advantages.

MT. RAINIER, FROM LAKE WASHINGTON.

THE STATE OF WASHINGTON.

WASHINGTON was created a Territory March 2, 1853, and was admitted to statehood November 11, 1889. It lies between the 46th and 49th parallels of north latitude and the 117th and 125th meridians of longitude west from Greenwich. It has an area of 69,994 square miles and an estimated population of 350,000.

The State of Washington is greater in area than any State east of the Mississippi river, and is greater than all six New England States combined, or Pennsylvania, New Jersey, Delaware and Maryland together. It is not only greater in area, but also in resources. The growth of the Commonwealth has been comparatively slow until of late years. This has been due to remoteness from the centers of trade and population and to lack of railroad facilities.

The following table, showing population and wealth, will speak for itself:

YEAR.	POPULATION.	WEALTH.
1860	11,594	$ 4,394,735
1870	23,955	10,642,863
1875	44,842	14,569,156
1880	75,116	23,810,693
1885	130,465	50,284,437
1889	240,000	125,058,879
1890 (Estimated)	350,000	155,000,000

Let the reader imagine a further continuance of this growth at the same ratio of increase and the year 1900 will find 1,200,000 people in the State, owning property valued for taxable purposes at $900,000,000.

The first American settlement on Puget Sound was made in October, 1845, at New Market, now Tumwater, by Col. M. T. Simmons and others. Prior to this the Hudson Bay and Northwestern Fur Companies had established trading posts at different points and

had induced one party of farmers from the Red River valley of the north to settle at Nisqually, in November, 1841. There were also early missionary settlements at Salem, in 1834; Walla Walla, 1835; and Spokane, in 1838.

The State of Washington is divided by the Cascade range of mountains, extending through it north and south, into two distinct regions. That portion to the east of the mountains and known as Eastern Washington contains about 45,000 square miles.

The winters in this district are longer and colder and the summers shorter and warmer than in Western Washington, where the climate is equable and mild. Eastern Washington consists chiefly of plateau or table lands, for the most part sparsely timbered. The soil is fertile and produces excellent and abundant crops of wheat, oats, barley, hay, vegetables and fruits. The average yield of wheat in Washington as per Government reports is larger than any other State in the Union, being 23.5 bushels per acre.

Western Washington has an area of 25,000 square miles, and while possessing agricultural resources as great as Eastern Washington, is entirely different, owing to the difference in soil and climate. But little wheat is raised west of the Cascade range, not because it cannot be grown, for it must be borne in mind that wheat raised in Thurston county was awarded the premium over all competitors at the Centennial Exhibition held in Philadelphia in 1876.

Western Washington is covered with a dense growth of immense timber, consisting chiefly of Douglas (or red) fir, white cedar, hemlock, spruce, white pine, balsam (or white) fir, yew, maple, ash and alder, Douglas fir predominating; its timber is of the best quality, said by experts to be superior to any other fir tree in the world. It is especially adapted to ship, bridge and car building; in fact, for all building purposes it has a world-wide reputation, being heavy, strong and firm. It has been proven by experimental test that this timber is stronger than the oak of the Eastern States. The trees are of immense proportions, specimens over 250 feet in height and upwards of eight feet in diameter being not uncommon, while the average is estimated at 160 feet in height and four feet in diameter. There was recently cut at the Port Blakely Mill (a Seattle company) a stick of fir timber 150 feet long, three feet square at each end.

White cedar is next in abundance and size as well as commercial importance. Its wood is soft and light, splits with ease and regularity, and is especially valuable for shingles, finishing work and furniture. The immense quantity and fine quality of the timber, coupled with the ready means of direct water communication with the markets of the world from Puget Sound, first attracted settlement in Western Washington, and the lumber industy has held

the supremacy to the present time. By reason of the profits in this line of business farming has been neglected. While there are now many fine farms, the area of tilled land as compared with that yet uncleared and uncultivated is very small. The natural fertility of the soil, the present heavy and steadily growing demand for farm produce, will, so soon as generally known, attract farmers. Especially to those acquainted with garden farming, dairying, fruit and poultry raising, is there here a most profitable field. An authority on poultry recently stated to the writer, when speaking of the profits in that business, that the price of ranch eggs in this section averaged 30 cents per dozen during the past year. At the same time this is the best poultry producing country west of the Missouri river, California and the dry countries east of the Sierras and west of the Missouri having many unfavorable conditions, none of which exist in Western Washington. Poultry here is not subject to any disease and can be produced with great success and profit.

There are some crops, such as corn, lima beans and sweet potatoes, which, owing to the cool summer nights, do not mature, and cannot, therefore, be advantageously produced. But all other cereals can be raised successfully and there is no soil or climate better adapted to the production of oats, hay, potatoes, vegetables and fruits. Florida is termed the land of fruits and flowers. It certainly has no better claim to this title than her most distant sister State.

All fruits that can be grown in the temperate zone here are produced with ease and in abundant quantities; peaches, prunes, apples, cherries, strawberries, pears and melons are especially fine and prolific. The prunes of Puget Sound district are equal in quality to those of Italy and find a ready market at equal price with the best Italian.

The most beautiful flowers, and especially the queen of them all, the rose, grows here most prolifically, even those varieties which can only be produced in the best conservatories of the Eastern States are here raised with ease and with but slight attention. The quantity of bloom is simply astonishing. The writer recently measured a rose freshly plucked from one of the Seattle gardens and found it to be 5½ inches in diameter, while specimens 6 and 7 inches in diameter are known.

In the production of hops Western Washington has become justly celebrated both as to quantity and quality produced. The average yield of the State for the past thirteen years has been about 1700 pounds per acre, though many ranches are producing a much higher average. Mr. J. P. Stewart, of Puyallup, for instance, states that the average yield on his place for the past thirteen years has been 2111 pounds per acre. Several instances are known where the yield

DOCK SCENE FROM THE SOUND.

was 3000 and as high as 4000 pounds per acre. The average price paid the grower during the above-mentioned period (exclusive of the year 1883, when the maximum price paid was $1.10) has been 18 cents per pound; the average cost of production is 9 cents per pound. The average yield of the State is 40,000 bales of 200 pounds each. In New York State the average yield of hops is 600 pounds per acre; in England and Germany, 800 pounds per acre. In Washington the crop is not subject to pests or disease, while in all other districts it is affected to a greater or less extent. The crop of this State is grown chiefly in King and Pierce counties, though more or less are produced in Skagit, Lewis, Yakima, Walla Walla and other counties. The yield of hops is greater here than in any other part of the world. The business is a permanent and growing one.

By far the most important portion of Washington is the region adjacent to Puget Sound. This body of water is in reality an inland sea. It was discovered in 1592 by Apostolus Valerianus, called Juan de Fuca, a Greek navigator, and the straits connecting the Sound with the Pacific ocean bears the name by which he was known.

Puget Sound extends from north to south entirely within the State, parallel with and about 90 miles from the Pacific ocean. It has a surface area of 2000 square miles, and a shore line of over 1600 miles. With its numerous bays, harbors and estuaries, it is one of the most beautiful sheets of water in the world. From the entrance of the straits to the extreme southern end of the Sound there is an average depth of 70 fathoms, bold waters to the shores, and not one hidden danger, rock, quicksand or shoal, and being land-locked severe storms are unknown upon it, thereby affording a direct, uninterrupted and unsurpassed highway for commerce to all ports of the world from a section of country possessing more natural advantages and resources than any other part of the Union.

The climate of this region is the most equable known, there being no extremes of heat or cold and no severe droughts. This is chiefly due to the close proximity of the mighty Pacific ocean and of the warm Japan current, keeping the temperature nearer uniform than in any other part of the Union. Government records show the highest temperature within the past ten years to have been 94 degrees and the lowest during the same time 3 degrees above zero. During the past twelve years the rainfall, as recorded at Port Blakely (on the opposite side of the Sound and nine miles from Seattle) by the official signal observer, has averaged 41.03 inches per year. During this time there were three years when no snow fell. The average fall of snow per year for the period was 17.6 inches. The mean temperature for the past twelve years has been 53 degrees above zero.

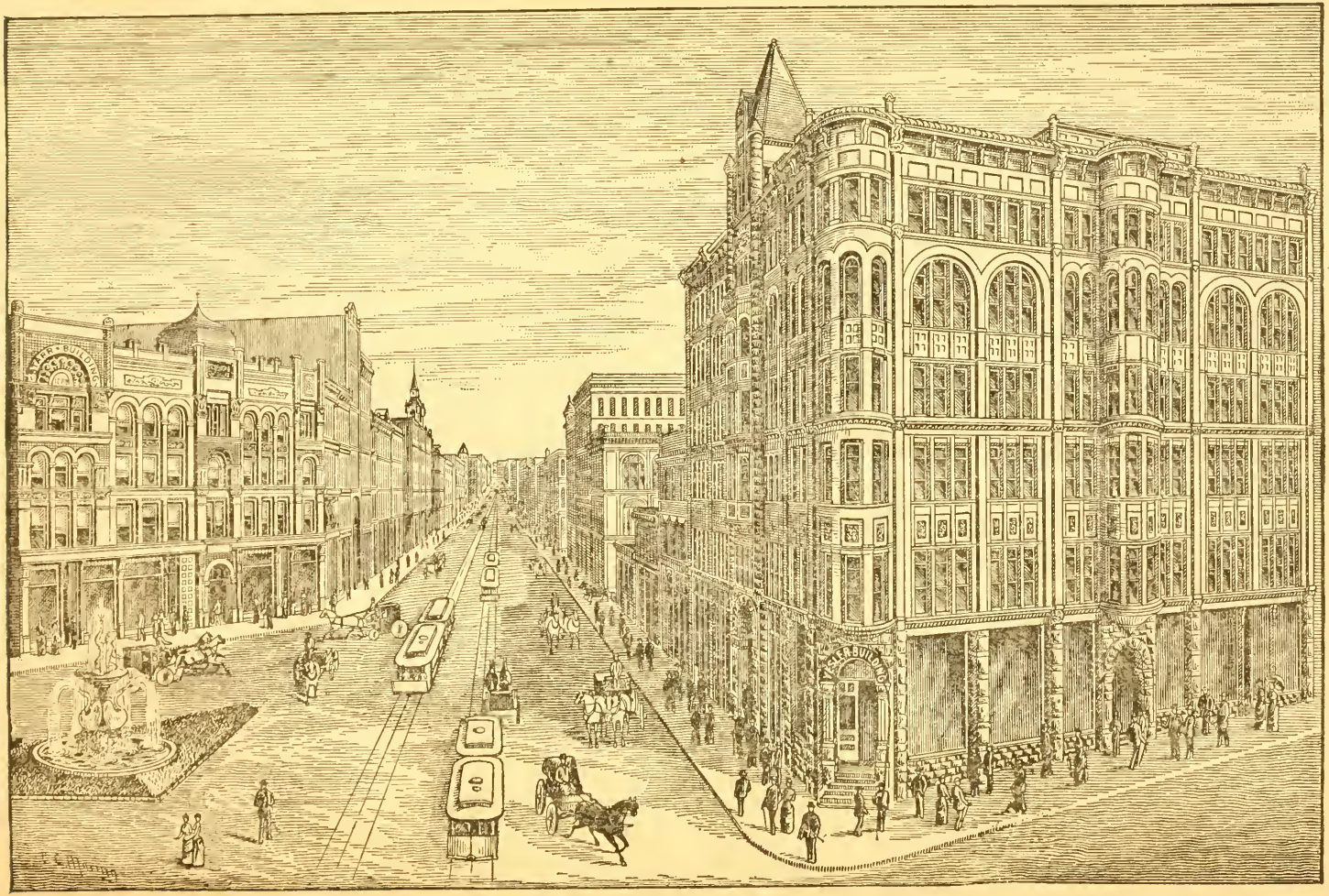
Lumber-making has been the leading manufacture of Washington in the past and will be the leading industry, doubtless, for many years to come. The output from Puget Sound mills for the year 1889 aggregated 684,183,000 feet; laths, 143,052,000; pickets, 8,209,000. The total cut of shingles in the State for the year was 900,000,000. While a large part of this output found a home market, that is, within the State of Washington, east by rail to Chicago and points in Colorado, Montana, Dakota and other States, and by water to San Francisco and southern Pacific Coast points, a very considerable quantity was shipped on orders to South America, Mexico, Australia, Hawaiian Islands, China and England.

Large as the present lumber trade is, it is but an indication of the future possibilities and, we may safely add, probabilities.

It is possible to increase the trade almost indefinitely. There is a ready demand for the output and it can practically be placed in every market of the world. From 1850 to 1860 the entire cut of lumber in Washington did not average 60,000,000 feet per year; from 1860 to 1870 the average was 175,000,000; from 1870 to 1880, 250,000,000, and for the past ten years, 400,000,000. Upon this basis the total cut of lumber in Washington up to this year has been 8,350,000,000 feet. A reasonable estimate of standing timber in the State is 200,000,000,000 feet. There need, therefore, be no apprehension of an exhaustion of timber in this State for many years to come.

Notwithstanding the immense value of the timber of Western Washington, it will, doubtless, be exceeded by the mineral wealth, which cannot be estimated, being as yet practically undeveloped. Coal, iron and limestone exist in almost unlimited quantities, while copper, galena and the precious metals are found in paying quantities over a large area and new discoveries of very rich deposits are of frequent occurrence.

The coal measures of the Puget Sound basin consist of alternate beds of yellow and gray fine-grained sandstone and very fine gray arenacious shales interstratified with many beds of carbonaceous shale and coal. Mr. Willis in his report says: "Looking at the Puget Sound basin as a whole the coal measures extend from beyond the British boundary south almost to the Columbia, and from the Pacific ocean eastward up into the Cascade range to elevations varying from 800 to 5000 feet above the sea. The coals of this district range in quality all the way from lignite, which still retains a woody structure, to anthracite. The magnificent forests so extensive on the western slope of the Cascades, with their luxurious and dense growth of vegetation, makes a formidable obstruction to the development of and to the determination of the coal fields. Coal, however, is known to exist from the northern to the



FRONT STREET, LOOKING NORTH FROM YESLER AVENUE.

southern boundary lines of the State, through a belt ranging from 10 to 30 miles in width. The general coal formation in the State is placed much the same as that of the anthracite of Pennsylvania, with the sides of the basins dipping at all angles from 15 degrees to 90 degrees. The number of coal beds in the field is undetermined, but, judging from the great number of exposures and the varied character of the beds and rocks, it is large. Those already examined vary in thickness from 1 to 45 feet."

Below will be found comparative analyses of Pennsylvania, Tennessee, Utah and Washington coals, as shown by reports of the Department of the Interior—United States Geological Survey:

COAL.	FIXED CARBON.	VOLATILE MATTER.	ASH.	F. C. V. H. C.	WATER.
Lawrence County, Pa.	55.50	40.65	3.15	2.35	Not given
Coal Creek, Tenn.	57.52	38.82	3.09	.20	1.04
Emery County, Utah	47.65	39.75	6.05	Not given	6.55
Washington A	60.67	25.88	12.12	2.34	1.33
Washington B	60.38	29.09	9.37	2.07	1.16
Washington C	52.11	42.27	3.82	3.82	1.80

Coal from several different localities has been tested and found to produce excellent coke. With only a few mines developed to any extent, and with a greater number of our most promising mines not sufficiently developed yet to be shipping, there was an output during the year 1889 of 1,000,000 tons, valued at $4,500,000. Of this amount King county produced 450,320 tons. The output is increasing as rapidly as the capacity and number of mines will permit. The output for 1890 will considerably exceed that of the past year. Shipments from the Gilman mine alone, operated by the Seattle Coal and Iron Company, have been 29,000 tons from January 1st to June 1st. This mine is now producing over 350 tons per day, and as the shaft is extended the quality of coal improves. The total output of coal from Seattle from January 1st to June 1st, 1890, was 201,180 tons. When it is borne in mind that with the exception of two very small mines in California, producing coal of an inferior quality and in quantity not sufficient to be taken into consideration, and an annual output of 40,000 tons of an inferior quality from Oregon mines, there is no other State than Washington on the Pacific Coast possessing coal, the value and future of this branch of industry can be understood.

Next in prospective importance to the coal and closely connected with it is the iron, of which there are five grades, three of them lying within the Bessemer limits. Below will be found an analysis of some of the iron ores tributary to Seattle:

	METALLIC IRON	SILICA.	PHOSP.	SULPHUR.
A	71.17	1.30	.039	.005
B	67.17	4.02	.031	.041
C	64.50	6.03	——	.005

The iron ore of this district has been thoroughly tested and is known to possess the requisite properties for producing the very best steel. Experts who have examined the deposits now exposed state that the beds are inexhaustible.

One powerful company has been incorporated for the purpose of manufacturing iron and steel, and is now erecting extensive works at Kirkland, one of Seattle's suburbs. Of these works we have the following official statement from the company: "Kirkland, the site of the works of the Great Western Iron and Steel Company, is located on the eastern shore of Lake Washington and is about five miles distant from Seattle. It is at present a scene of great activity and gives promise of becoming one of the most important manufacturing cities of the Pacific Coast. As has been said, it has been chosen as the location for the plant of the Great Western Iron and Steel Works, an institution which has been organized to develop the mineral resources of Washington. The authorized capital of this company is $5,000,000, of which $1,000,000 has been paid in. Among its stockholders are General Russell A. Alger, of Detroit; J. Montgomery Sears, of Boston; H. A. Noble, of Des Moines; Hon. J. S. Fassett, of Elmira; Edward Blewitt, L. S. J. Hunt, Jacob Furth, C. T. Tyler, Peter Kirk, W. W. Williams and Bailey Gatzert. It is the purpose of the company, which controls the most extensive bodies of ore on the Pacific Coast, to erect at once blast furnaces and rolling mills which will give employment to more than 3000 men. The preliminary work with this object in view is well under way. Extensive purchases of material have been made, the ground is being prepared for the erection of the buildings, and it is expected that the extensive plant will be in operation within eighteen months. The Northern Pacific is now building a branch to Kirkland, and this, with the Seattle, Lake Shore and Eastern, assures ample railroad facilities for the new works and the town which will surround them."

In close proximity to the iron and coal deposit is found the finest of limestone for furnace use. Following is an analysis of crystallized limestone from King county: Silica, 0.81; oxide of lime and alumina, 1.85; carbonate of lime, 94.06; carb. magnesia, 3.12; phosphorus, trace; sulphur, ——.

Flint fire clay and also very fine qualities of plastic clays are found in large quantities in the coal measures. One company with $100,000 capital, has just completed an extensive plant at Seattle for the manufacture of terra cotta, fire brick and sewer pipe.

Marble of various kinds and grades has been discovered in the Cascade range. The writer was recently shown a fine sample of verd antique, which is said to exist in considerable quantity, while the white, gray and black are abundant.

Granite, syenite and several grades of sandstone exist in large quantities.

The whole tide waters of Puget Sound, as well as the rivers of Washington, abound with food fishes. Everybody has known that in this section fish—halibut, salmon, cod, smelt and other choice varieties—were plentiful in quantity and excellent in quality, but nobody not engaged in the business has supposed that it amounted to anything. But statistics show that our fisheries supply profitable employment to 3000 men, that $1,000,000 of capital is employed in it, and that the annual product amounts to over $1,000,000. Moreover, the excellence in quality and great quantity have tempted schooners from far-off Massachusetts to engage in catching, drying and shipping halibut from these waters. All of which takes no account of the rich oyster beds of Shoalwater bay, the most prolific on the Pacific Coast. There is no reason why the 3000 men who have found profitable employment in these fisheries should not be increased by many multiples.

The commerce of the State and especially of Puget Sound is expanding rapidly and surely. The great outside trade is through the Sound. Here come the teas of China and Japan, the cement, iron, fire brick and manufactured goods of Great Britain; the coffee, rice, spices, sugar, etc., of Hawaii, Brazil, Manila, Central America and other foreign countries, to say nothing of the thousands of tons of American production from New York, San Francisco and other seaports. From here go lumber, coal, wheat, fish, etc., to the value of thirteen to fourteen million dollars per annum. Five sea-going vessels per day, 150 per month and 1800 per year, averaging 1000 tons each, go from Puget Sound to foreign ports and coast points beyond the State limits, and as many vessels enter the Sound. The amount of shipping in American bottoms is greater from Puget Sound than any port in the Union except New York. The United

States Board of Local Inspectors of Steam Vessels for the Puget Sound District, in their annual report for 1889, shows as follows:

Total number of steamers inspected 194

Gross amount of tonnage 20,672.18

Number of passengers carried 892,000

The number of passengers carried exceeds that of the previous year by 300,000. Below will be found the report of the Collector of the Customs District of Puget Sound showing the total tonnage of vessels officially entering Puget Sound during the past year to have been 941,167 tons; of vessels clearing, 965,474 tons. And yet the tonnage, large as it is, shows less than two-thirds of the actual shipping passing in and out of Puget Sound, many vessels being engaged in coastwise trade and not legally required to enter and clear:

VESSELS ENTERED.

MONTHS.	AMERICAN VESSELS FROM FOREIGN		FOREIGN VESSELS FROM FOREIGN		AMERICAN VESSELS FROM COASTWISE		FOREIGN VESSELS FROM COASTWISE	
	TONS.	NO.	TONS.	NO.	TONS.	NO.	TONS.	NO.
June 1889	49,935	74	12,272	14	9,483	17	1,485	2
July "	60,816	88	7,193	10	21,665	26	1,235	1
August "	60,295	80	2,428	3	25,471	33	2,603	3
Sept. "	52,260	72	7,373	6	14,520	23	619	1
Oct. "	61,506	86	7,507	8	23,900	31	1,380	1
Nov. "	56,043	64	8,876	11	13,768	19	2,392	3
Dec. "	52,756	79	3,681	9	17,250	19	1,839	2
Jan. 1890	62,119	79	5,588	5	14,011	16	- --	-
Feb. "	52,221	62	-- --	--	14,009	17	2,442	2
March "	60,797	75	-- --	--	10,820	16	-- --	-
April "	66,497	80	3,828	5	18,449	25	628	1
May "	79,987	101	7,506	11	17,041	26	561	1

VESSELS CLEARED.

MONTHS.	AMERICAN VESSELS FOR FOREIGN		FOREIGN VESSELS FOR FOREIGN		AMERICAN VESSELS FOR COASTWISE		FOREIGN VESSELS FOR COAST	
	TONS.	NO.	TONS.	NO.	TONS.	NO.	TONS.	NO.
June 1889	55,503	80	9,616	10	8,384	10	-------	----
July "	67,307	89	11,790	16	10,158	14	-------	----
August "	65,072	91	9,338	11	16,538	18	-------	----
Sept. "	67,088	90	5,765	6	10,717	13	-------	----
Oct. "	64,359	84	7,866	11	17,928	20	-------	----
Nov. "	62,176	80	6,011	7	12,373	14	12,351	1
Dec. "	65,900	80	11,779	15	12,648	18	-------	----
Jan. 1890	59,829	73	5,184	7	9,349	11	-------	----
Feb. "	59,045	68	2,495	3	9,975	12	-------	----
March "	61,091	77	4,831	3	13,193	16	-------	----
April "	77,405	96	2,709	4	13,156	16	-------	----
May "	86,720	111	6,868	11	13,685	19	-------	----

The total value of exports from the Puget Sound Customs District for May, according to the report just completed at the Customs House, was $307,781. This is an increase of $63,000 over the exports of the month of April. Of the exports, goods to the value of $124,104 were carried in American bottoms, and to the value of $183,777 in foreign bottoms. The destination of exports and their value is as follows:

Ireland	$136,821
British Columbia	88,561
China	34,273
Chili	20,951
British Possessions	13,226
Hawaii	8,597
Mexico	5,352
Total	$307,781

The following statement, kindly furnished by the Collector of the District, shows the business of Puget Sound District as compared with Boston, New York, San Francisco and New Orleans:

STEAM VESSELS, AMERICAN AND FOREIGN, IN FOREIGN TRADE—CLEARED—1888-89—FOR FISCAL YEAR ENDING JUNE 30, 1889.

DISTRICTS.	AMERICAN VESSELS.						FOREIGN VESSELS.						AGGREGATE.	
	CARGO.		BALLAST.		TOTAL.		CARGO.		BALLAST.		TOTAL.			
	Ves.	Tons.	Ves.	Tons.	Ves.	Tons.	Ves.	Tons.	Ves.	Tons.	Ves.	Tons.	Ves.	Tons.
Boston and Charleston	134	102,361	3	1,777	137	104,138	381	686,508	70	35,072	451	721,580	588	825,718
New York	232	349,897	2	810	234	350,737	1,820	3,698,141	152	86,041	1,972	3,784,182	2,206	4,134,919
Puget Sound	536	461,376	297	173,236	833	634,612	2	168	18	3,145	20	3,313	853	637,925
San Francisco	159	253,600	2	1,160	161	254,760	77	130,373	33	40,770	110	171,143	271	425,903
New Orleans	119	68,755	11	3,999	130	72,751	477	639,201	9	4,600	486	643,801	616	716,555
STEAM VESSELS ENTERED—														
Boston and Charleston	141	108,753	2	221	143	108,974	602	959,788	2	3,793	604	963,581	747	1,072,555
New York	244	379,436	---	---	244	379,436	1,986	3,746,863	2	4,291	1,988	3,751,154	2,232	4,130,590
Puget Sound	488	392,911	302	222,647	790	615,558	1	311	17	2,690	18	3,001	808	618,559
San Francisco	166	258,991	1	194	167	259,185	107	167,979	1	37	108	168,016	275	427,201
New Orleans	136	78,318	---	---	136	78,318	322	404,194	161	231,427	483	635,621	619	713,939
SAILING VESSELS CLEARED—														
Boston and Charleston	415	224,719	251	67,412	666	292,131	1,188	830,672	623	101,642	1,811	932,314	2,477	1,224,445
New York	1,026	731,171	21	5,704	1,047	736,875	3,295	4,593,040	276	121,500	3,571	4,717,549	4,618	5,454,415
Puget Sound	626	550,972	337	205,349	963	756,321	101	96,588	20	3,247	121	99,835	1,084	856,156
San Francisco	394	428,105	58	76,898	452	505,003	337	503,424	53	56,311	390	559,735	842	1,064,738
Lake Ports—														
Champlain, N. Y.	1,061	104,078	79	6,575	1,140	110,653	53	6,114	13	1,122	66	7,236	1,206	117,889
Detroit, Mich	203	46,306	962	57,199	1,265	103,505	146	37,183	1,717	120,821	1,863	158,004	3,128	261,509
SAILING VESSELS ENTERED—														
Boston and Charleston	449	223,969	4	358	453	224,327	1,900	1,159,205	17	15,852	1,917	1,175,057	2,370	1,399,384
New York	1,432	865,373	1	86	1,433	865,459	3,597	4,727,071	2	4,291	3,599	4,731,362	5,032	5,596,821
Puget Sound	508	408,268	340	244,156	848	652,424	8	7,125	52	29,582	60	36,707	908	689,131
San Francisco	424	480,060	6	1,479	448	481,539	396	565,091	6	2,073	402	567,164	850	1,048,703
Lake Ports—														
Champlain, New York	823	81,215	252	22,185	1,075	103,400	23	1,992	18	1,890	41	3,882	1,116	107,282
Detroit, Mich	816	68,233	470	32,403	1,286	100,636	1,609	107,864	289	57,218	1,898	165,082	3,184	265,718

SECOND STREET, LOOKING NORTH FROM YESLER AVENUE.

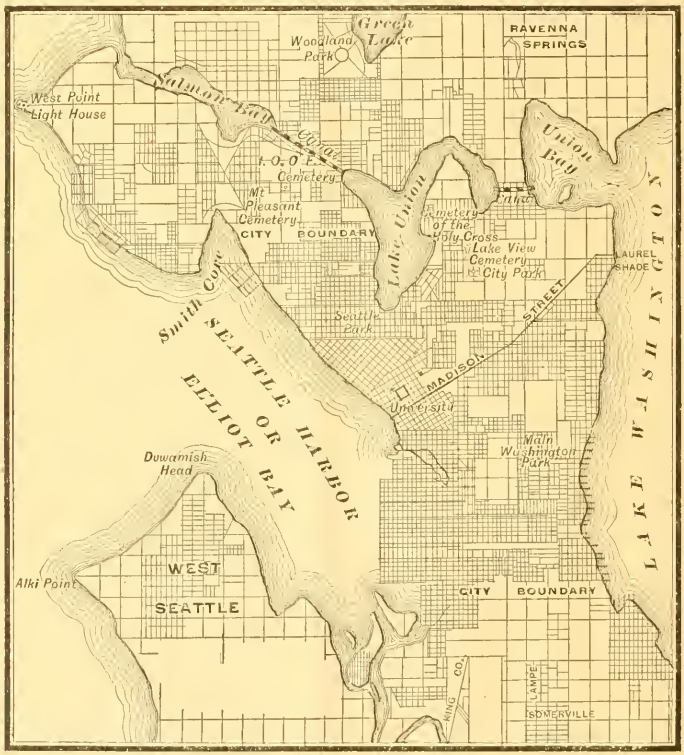
SEATTLE.

LESS than forty years ago the site of the present City of Seattle was a wilderness more wild and lonely than any section of the country now within the boundaries of this Union. To-day it is the metropolis of Washington; the Queen City of the Northwest; the most progressive and rapidly growing city in the West. Its location is most advantageous, situated near the middle and on the eastern shore of that grand arm of the Pacific, Puget Sound, it is the natural centre toward which gravitates the trade and commerce of the State, and especially that portion lying between the Cascade and Olympic ranges.

The harbor of Seattle is unsurpassed, having a surface area of 20 square miles, affording good and safe anchorage for an immense number of vessels. The water front extends for six miles. Vessels anchoring within one-half mile of the shore in this harbor will find the maximum depth of water 15 fathoms. The wharfage facilities of Seattle are ample and excellent, there being over a mile of *wharf frontage*, 4235 feet of which has been constructed since the fire.

Seattle was first settled April 3, 1852, by A. A. Denny, D. T. Denny, W. N. Bell and C. D. Boren, who first located at Alki Point, November 13, 1851, but the harborage not proving good there they commenced exploring the Sound and adjacent country for a more advantageous location for the supplying and proper handling of piling and lumber. After careful inspection of the timber and sounding the harbor, they decided upon the present site, and located on the date above mentioned, naming the new place after their Indian friend Seattle, chief of the Suquampsh and allied tribes. Mr. H. L. Yesler, of Ohio, arrived in October, 1852. His coming was an important event, as he established the first steam saw mill on the Sound.

Seattle harbor was first surveyed in 1841 by Captain Charles Wilkes, of the United States exploring expedition sent out under President Tyler's administration. In Captain Wilkes' report occurs the now well-known and famous verdict concerning Puget Sound: "I venture nothing in saying that no country in the world possesses waters equal to these. From the mouth of the straits to the head of navigation, 200 miles inland, not a shoal nor reef nor hidden danger exists. At times it narrows to a river's width and again widens into the majesty of a sea, but is everywhere free to navigation, the home of all craft; blue deep and fathomless."



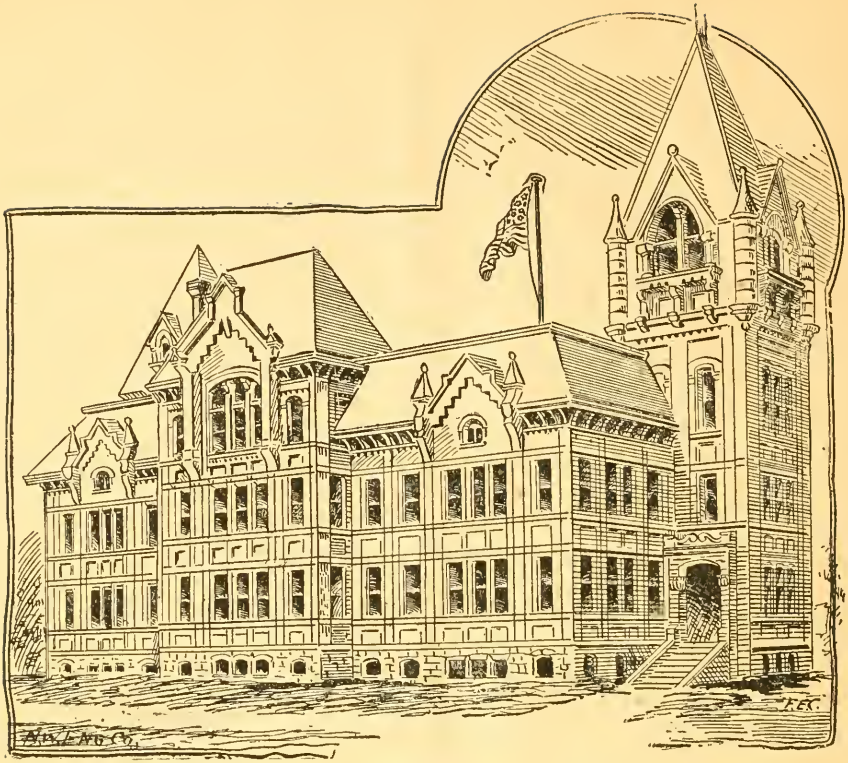
Puget Sound scenery, especially that adjacent to Seattle, is majestically grand. From natural elevations in various parts of the city is seen, to the west and beyond the calm blue waters of the Sound, the dark and snow-capped Olympics, while to the east one first notices Lake Washington, a beautiful sheet of fresh water, which lies parallel with the Sound and from 2 to 10 miles from it, but 19 feet higher than the waters of the Sound at mean tide (thus affording, when put to use, an immense water power). Lake Wash-

ington is 22 miles in length by an average of three miles in width and of an immense depth, soundings showing 100 fathoms in places. The water is clear and cold, being fed by springs and mountain streams. Beyond and extending north and south as far as the eye can reach is the mighty Cascade range, with Mt. Baker to the north and Mt. Rainier to the south, the former 10,814, the latter 14,444 feet in height, capped with perpetual snow. Still to the east of Lake Washington and parallel with it is Lake Samamish, about one-half the size of Lake Washington. These two lakes are connected by the Samamish river. In the northern part of the city and between Lake Washington and the bay lies Lake Union. All three of these lakes are connected with the Sound by a small canal which it is intended in the near future to enlarge, making a ship canal, thus affording an unexcelled fresh water harbor for ocean vessels. The feasability of this undertaking has been successfully demonstrated. The General Government will, doubtless, when the matter is properly presented, recognize the national advantage of such an enterprise, especially in the solution of the problem of the best location for a large navy yard.

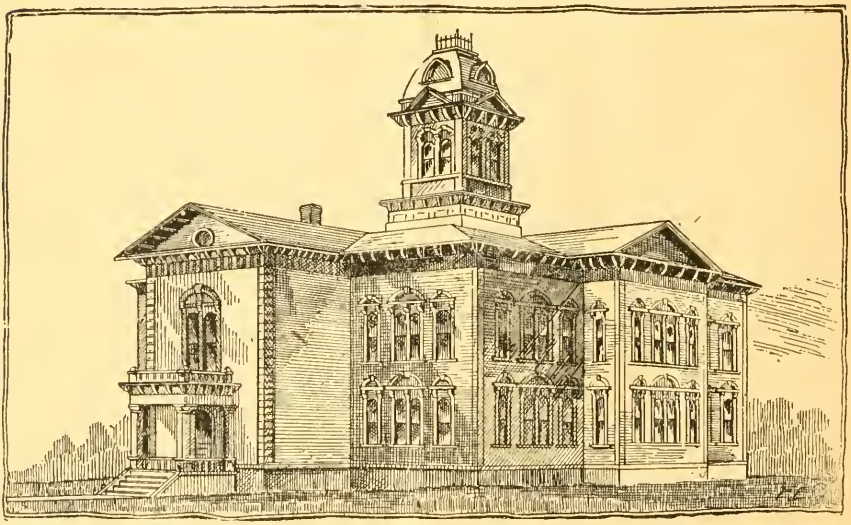
In 1870, Seattle was in population the fourth town in the Territory; in 1875, the third; in 1880, the second, in 1883 and since the first. The following table will forcibly illustrate its remarkable growth:

CENSUS.	YEAR.	POPULATION
United States	1870	1,107
Territorial	1875	1,512
United States	1880	3,533
Territorial	1883	6,645
Territorial	1885	9,786
Directory	1887	12,167
City	1888	19,116
Territorial	1889	26,740
City	1890	43,467

The United States census is now being taken, but we have no means of determining with accuracy the present population. When the city census was taken in May there were 43,467 residents in the city. Since that time a large number of laboring men, esti-



CENTRAL SCHOOL.



DENNY SCHOOL.

mated at over 3000, have by reason of the rapid railroad construction, mining industries, etc., been taken from this city. A conservative estimate of our fixed population will, however, be upwards of 40,000.

The school census is taken annually. Its showings are most gratifying. The number of children of school age reported each year since 1877 is as follows:

1877	1,171	1884	2,826
1878	1,257	1885	2,901
1879	1,341	1886	3,069
1880	1,462	1887	3,594
1881	1,580	1888	5,809
1882	1,877	1889	9,248
1883	2,675	1890	11,156

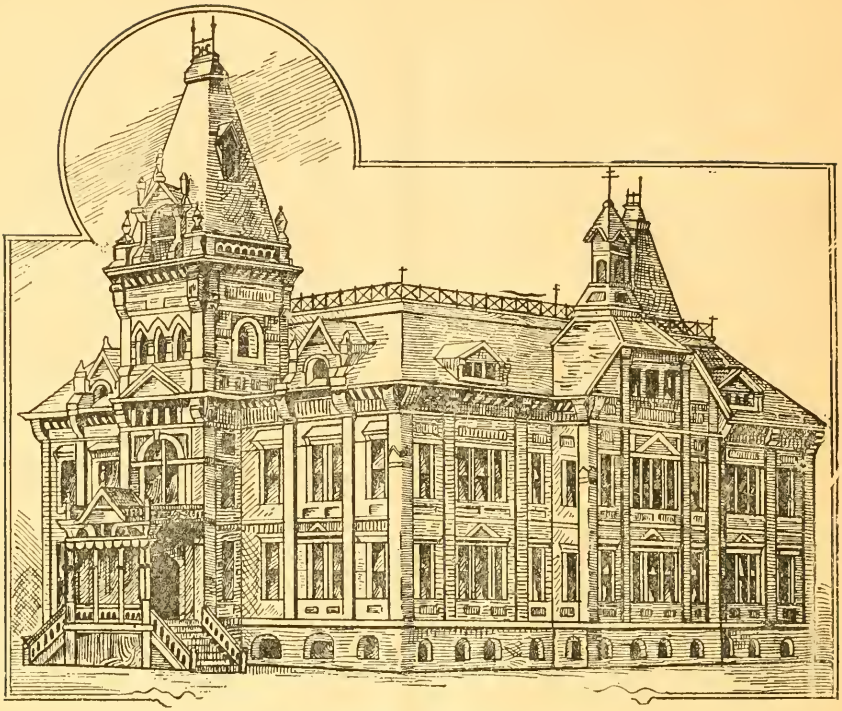
Seattle is a city of intelligence and culture. Its educational organization is as complete as that of any city in the Union. It is the seat of the Washington State University, an institution of higher education which will compare favorably with the universities of the older States. Its public school system is a model one. There are now seven large public school buildings. They are modern in style of architecture and complete in all their appointments—built to endure for generations. Four additional school buildings, each to cost $25,000, are now being constructed and will soon be completed. Seattle is also the seat of an excellent female seminary, which is conducted under the auspices of the Catholic Church.

The number of children in actual attendance at the public schools, as per Superintendent Kennedy's report for the month of April, 1890, was 4,502.

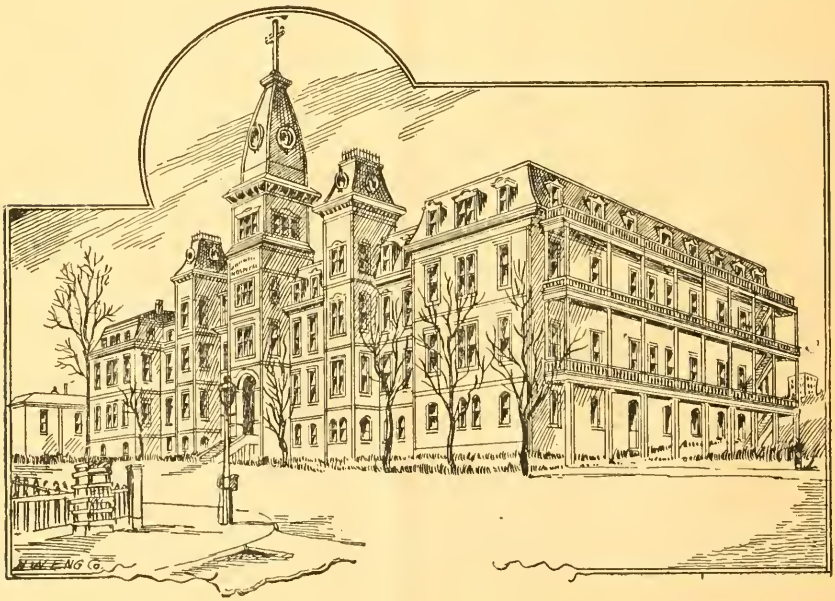
The amount of public land set apart for school purposes in the State of Washington is 2,824,400 acres, divided as follows:

For Public Schools	2,488,320
For State University	46,080
For Agricultural Colleges	90,000
For Scientific Schools	100,000
For State Normal Schools	100,000

There are 43 church societies in Seattle, and we venture to say the various houses of worship are better attended than in any city of its size in the West. The various denominations are represented as follows:



SOUTH SCHOOL.



PROVIDENCE HOSPITAL.

DENOMINATION.	NO. OF CHURCHES.	DENOMINATION.	NO. OF CHURCHES.
Baptist	7	Free Methodist	1
Presbyterian	7	Unitarian	1
Methodist	6	Reformed Presbyterian	1
Congregationalist	4	Christian	1
Methodist Protestant	3	German Reform	1
Lutheran	3	German Evangelical	1
Episcopal	3	Swedish Christian Mission	1
Catholic	2	Hebrew	1
Total			43

THE FIRE.

One year ago Seattle passed through a fiery ordeal which an ordinary city would never have recovered from. The business district, covering an area of sixty-four acres, was left in ruins and property valued upwards of ten millions of dollars were destroyed. Of the fire we quote from the *Post-Intelligencer* of June 7, 1889:

"The story which is told this morning needs no elaboration. Our whole business and commercial district, the very heart and center of the city, upwards of fifty blocks of business buildings is this morning a glowing heap of ashes. But a single important business building, the Boston block, is left standing. Every bank, every wholesale house, every hotel, every newspaper office and nearly every store has been swept out of existence. Property which yesterday morning represented upwards of ten millions of dollars has been utterly destroyed. The facts speak for themselves. In the presence of such a calamity it would be useless to multiply phrases. No other American city ever suffered a loss proportionately great. But great as is this calamity there is good fortune in the fact that it is attended with comparatively little personal distress. The residence district remains practically untouched, and even those whose money losses are terrible are comfortably housed in their accustomed homes. It is another fortunate fact that the heaviest losses will fall upon those best able to support them and to replace the property which has been destroyed. On the part of those who might be called poor there is scarcely any direct loss, and the indirect losses will not seriously affect them. While Seattle has received a terrible blow, there is not the slightest danger that it will be a fatal one. Obstacles, as is well known, have heretofore served only to

stimulate our people to new and greater efforts, and the spirit which has heretofore sustained the city has not deserted her in this hour of calamity. Not one of the business establishments which is homeless this morning will be more than temporarily embarrassed by the misfortune that has fallen upon us. While the flames are yet active, and while the embers are still glowing, preparations are making for re-establishing every line and department of our business. Our city will be rebuilt at once, and we have assurance from many sources upon a plan much more liberal and extensive than formerly. The relationship of trade and commerce between Seattle and the country at large will not be broken, nor even seriously disturbed.

"We believe that it will be comparatively but a short time until the immediate loss which has befallen us will prove to be indirectly a great and permanent blessing. From the ruins of Seattle there will spring a new Seattle, just as from the ruins of Chicago there sprang a new and mightier Chicago."

Of the recovery of Seattle from this great loss and of her improvement since that time we quote as follows: "In presenting a record of the general work of reconstruction accomplished within the district in this city swept by fire on the 6th of last June—one year ago. It should be understood that this record is limited to the burnt district only. Of the many scores of business buildings and the many hundreds of dwellings built outside of the burnt area in the city at large no reckoning is made. It is proper to say that if the record were made to include the whole construction in the city of Seattle for the past twelve months the figures would have to be multiplied many times. The fire wiped out of existence practically the whole business district of the city. The four main business streets, with their intersecting streets, and the whole city front were swept clean. Not a building remained standing upon the sixty-five blocks which formed the center, the very heart of the city. It is too much, perhaps, to say that this area was swept clean. The debris left by the fire covered the whole area, making a chaos more difficult to reduce to order than if the site had been in its original state of savage wilderness. The work of clearing away the wreckage was prodigious, alone costing many scores of thousands of dollars. At the beginning of the work of restoration there was the most serious embarrassment due to the fact that there were neither railway depots nor docks for the landing of building materials. It was full six weeks before arrangements were perfected whereby brick, stone, iron, timber and the thousand and one materials of construction could be received in any considerable quantities.

"Only persons acquainted with the local situation and the confused conditions, in the sense referred to, will understand or appreciate this. But before materials could be received the work of

clearing away building sites was well in hand, and from then until now there has been no cessation of construction work except that due to shortage of material supply. The prices of brick, cement, etc., have been nearly double the ordinary prices during much of the time since the fire, at times it has been difficult to secure mechanics of sufficient number, or having the skill requisite for particular work.

"But in spite of all embarassments the construction has been something marvelous. Nothing like it has been witnessed on the American continent, except in the single instance of Chicago during the time immediately succeeding the great fire of 1871. Within the year 130 buildings have been constructed of brick, stone and iron, ranging in height from three to eight stories, with a total frontage of upwards of one and one-half miles. Upon the construction of these buildings $4,593,900 has been expended, and when all now well under way are completed their total cost will reach the sum of $6,682,700. Within the same time there have been constructed in the burnt district 335 frame and corrugated iron buildings at a cost of $1,266,400. There have been constructed 60 wharves with a frontage of more than two miles, with coal bunkers, warehouses, etc., with street improvements, etc., at a total cost of $1,287,448. The total number of bricks used in this prodigious work of construction is $69,425,000. The use of stone and iron has been proportionate to the use of brick. Of lumber there has been used a total of 86,310,000 feet. The total cost of all this material, with the labor of construction, makes a grand total of $7,147,-798. This, it must be noticed, is the sum already expended. At least $3,000,000 more will be required to complete buildings now in process of construction, and upon which work is being diligently pursued.

It will be seen that within one year there has been accomplished within the limits of the burnt district a general building construction nearly matching the total loss of the great fire, including both the buildings and the merchandise destroyed.

There is no sort of comparison in point of quality and general character of the buildings distroyed and those which have taken their places. In the stead of low wooden ranges, unsightly, cramped in space, and much exposed to the danger of fire, we have massive blocks of brick, stone and iron, constructed upon the best models of modern architectural science. It is a fact frequently noted that in their general character the new buildings of Seattle surpass the construction of any other city on the Pacific Coast. The Butler Block, the Haller building, the Harrisburg building, the Safe Deposit building, the Burke building, the Pioneer building, the building of the Washington Territory Investment Company, and many others

which might be named, would be noticed for their size and for the solidity and beauty of their construction in any city of the United States.

It should not be inferred that there is any cessation of building enterprise. Almost daily work of construction is begun on some new building, and it is now evident that the construction of the year to come will very nearly equal if indeed it does not excel the construction of the year past.

Work has commenced on an opera house to cost $250,000.

In the burnt district since the fire the following streets have been raised to grade, making nearly three miles of road constructed on timber or filled in in that district alone: In Jackson street, from Sixth to West, 2490 feet; Main, from Fifth to West, 2184; Washington from Third to West, 1560; Yesler Avenue, South Second to West, 1248; South Third, Washington to Jackson, 480; South Second, Yesler Avenue to Jackson, 720; Commercial, Yesler to Jackson, 720; West street, Union to Jackson, 8880; Columbia, Front to West, 312; Cherry street, 312; James, 312; University, 800. Total, 14,524."

The construction of wharves and warehouses is a just indication of the growth of Seattle and its shipping since the fire. Seattle now possesses wharves having an aggregate area of 922,950 square feet or 21.11 acres. These wharves have a direct water frontage of 4435 feet, 4235 feet of which has been constructed during the past year. There have also been erected 28 warehouses, which with the three not destroyed by fire have a floor area of 158,800 square feet.

As a natural commercial center Seattle is recognized as having no equal on the Pacific Coast. Its harbor is superior to that of San Francisco and infinitely better than that of Portland. There being no impediments, vessels of the heaviest draught are able at all times to come directly to the wharves. There is no waiting for high tides in order to pass bars or obstructions, or for winds. Consequently vessels are not obliged to lighten or to be towed, thus saving both time and expense.

The wholesale business of Seattle is but in its infancy notwithstanding the fact that it exceeded $13,000,000 last year despite the interruption from fire. The trade of Seattle merchants extends not only over the State, but to Alaska, which most naturally looks to this, the nearest city of importance in the Union, as its base of supply.

As to the possible and profitable field of trade in the near future more than passing notice should be given that of the Orient, with its millions of population. The trade of China, which is now to a large extent controlled by Great Britain, is estimated at $130,-

000,000 annually. Trade with this vast empire was but recently established and it is but fair to presume that within a few years it will double and treble, while to the north of China are other countries with whom trade relations should exist. So soon as the prejudices are overcome, as they are being gradually but surely, there will be opened to American commerce an avenue of trade rivaling that of Great Britain, now so envied. As to the question who are to handle this vast trade we quote from Professor Ruffner's report on Washington, in which he says: "No one nation exclusively, of course. The Dutch and other small powers will have a little of it; but the only contest will be between England and the American Pacific Coast. England has the lion's share now, but this great nation will hereafter labor under too many disadvantages in its contest with America. America has the needful capital, material, pluck and energy, and enjoys certain decisive advantages, as, for example:

"First—In distance, which would of itself decide the matter.

"Second—In the local production of certain staple articles which will be in great demand, and which England cannot supply so cheaply, such as lumber, meats, flour, canned goods, cheap cottons and agricultural and other machinery; which, if not cheaper, can be more readily adapted to the wants of the market.

"Third—In possessing the back country of Eastern America, whereby the entire United States becomes tributary both ways to the Pacific commerce; to which may be added

"Fourth—The ever-flowing river in the Pacific ocean, flowing in a circle from Japan to the American coast and back—the famous Kuro Shiwo, or Japanese current—a current which gives a gain to every ship of twenty miles a day in distance; the current which brings the disabled Japanese junks to the American coast.

"The half-way point on the Pacific side between America and England is the Malay peninsula. This leaves even Australia and all of Oceanica nearer to us than to England, and all of China, Japan and Siberia thousands of miles nearer to us. Hongkong and Canton are the English headquarters in China, and yet our Pacific Coast is 5000 miles nearer to these than England is. It is also 6500 miles nearer to Shanghai, which is a more important port than Canton, because of its greater nearness to the rice and tea producing sections. The advantages are still greater in respect to Pekin, Japan, Vladivostook, the terminus of the projected Russian railway, and the entire country drained by the Amoor. Our commerce is now within thirty days of the coast of China, and will be within less than ten days when the fast mail and express and passenger steamers are launched. I insert a table of distances, which is full of significance:

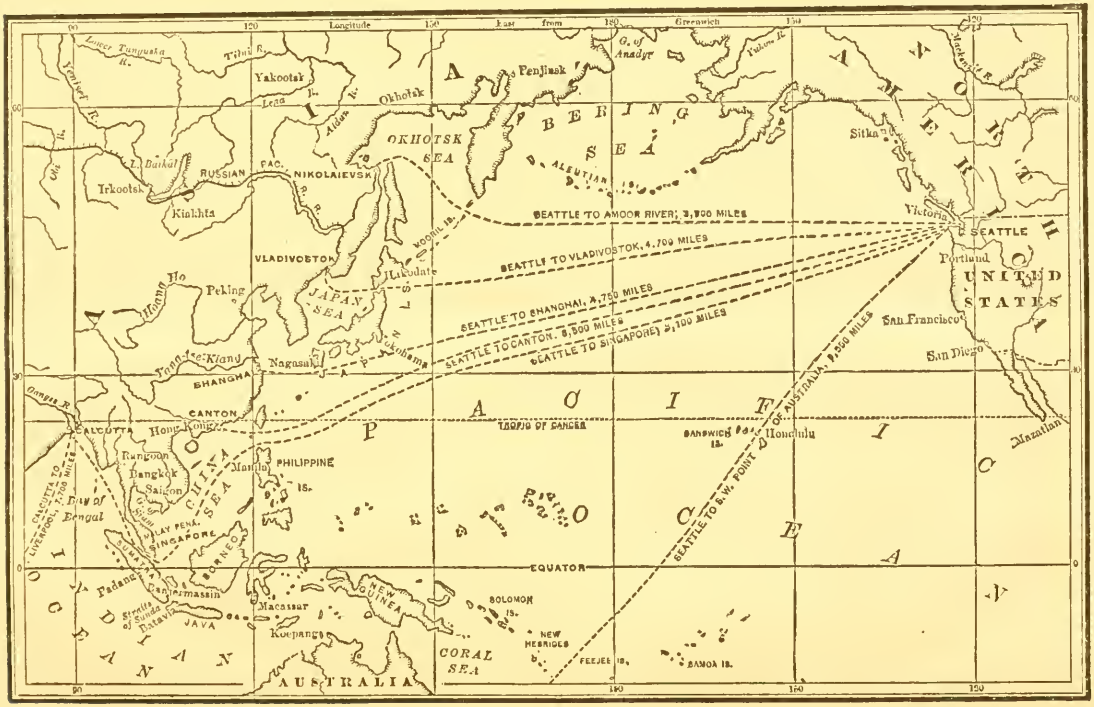
Seattle	to mouth of Amoor river	3,900 miles
"	to Vladivostock	4,700 "
"	to Shanghai	5,750 "
"	to Canton	6,500 "
"	to Singapore	8,100 "
"	to SW. point of Australia	9,550 "
San Francisco	to Vladivostock	5,200 "
"	to Shanghai	6,100 "
"	to Canton	6,800 "
"	to Singapore	8,400 "
"	to SW. point of Australia	9,500 "
"	to Calcutta	10,200 "
Liverpool	to mouth of Amoor river	13,550 "
"	to Vladivostock	12,700 "
"	to Shanghai	11,750 "
"	to Canton	10,900 "
"	to SW. point of Australia	10,750 "
"	to Singapore	9,300 "
"	to Calcutta	8,700 "
Liverpool and Puget Sound are about equally distant from the west coast of the Malay peninsula.		
New York to Canton via Puget Sound		9,500 "
" to Shanghai via " "		8,000 "

"By this it will be seen that New York by way of Puget Sound is 1,400 miles nearer to Canton than Liverpool is, and nearly 4,000 miles nearer to Shanghai. It should also be noted that Puget Sound has the advantage of distance over San Francisco."

The present trade with Japan is in a thriving and prosperous condition. The interchange of comodities is increasing and the future prospects are certainly bright.

The total amount of local freight received at and forwarded from Seattle during the year ending June 6, 1890, was 1,178,742 tons. Of this amount 48,920 tons was iron.

The average shipments of freight from Seattle by water, as per Wharf Master's records, is 35,000 tons per month; the average receipts, 20,000 tons.



MAP OF ASIA AND PACIFIC OCEAN.

Of the ocean trade the following table shows the ocean vessel entries from January 1st, to June 1st, 1890, and the tons of freight handled by them to and from Seattle proper:

OCEAN VESSEL ENTRIES.

1890.	SAIL VESSELS.		OCEAN STEAMERS.		TOTAL.		TONS OF MDSE. TO AND FROM SEATTLE.	
	NO.	TONS.	NO.	TONS.	NO.	TONS.	REC'D.	FOR'D.
January	9	10,962	8	20,466	17	31,428	11,600	27,250
February	7	6,329	10	23,271	17	29,600	10,975	27,300
March	12	11,316	18	20,321	30	31,637	11,970	34,600
April	13	12,197	21	22,599	34	34,796	15,956	31,600
May	15	13,311	30	29,193	45	42,504	13,375	21,125
Total	56	54,115	87	115,860	143	169,965	63,876	141,875

It is estimated that there are 100 steam vessels of all classes landing at and departing from Seattle daily. These vessels represent an agregate capacity of 12,000 tons.

MANUFACTURE.

It is a well recognized fact; so well recognized as to have become the central principle of all stable and progressive nationalities, that manufacturing is the mainstay of progress and prosperity. So firmly has this idea become fixed and so universally has the principle received recognition, that in nearly every country the practice of protecting manufacturers is a fixed policy.

And whatever differences may exist as to the protection of home against foreign agricultural products or raw materials, is almost exclusively due to a fear that such protection might lessen or injuriously interfere with the protection given to manufacturing.

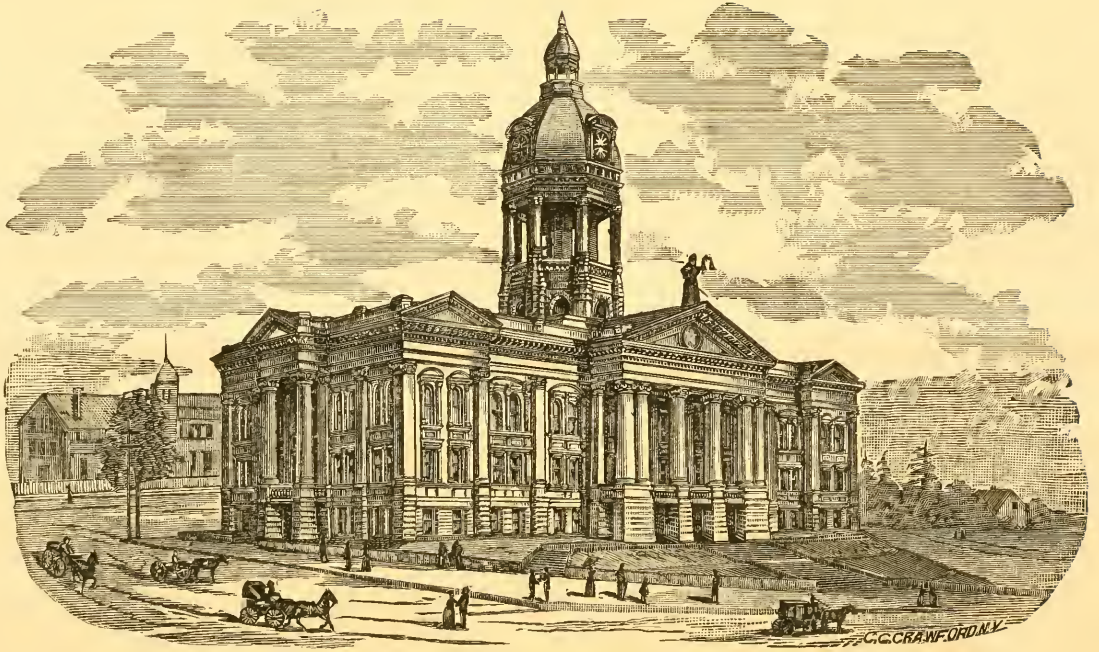
The production of raw materials is mainly or in large part a work of nature, due to soil, climate and other natural conditions, and to but a limited extent affords employment to human beings. But manufacturing implies labor, skill and ingenuity in every stage of its progress, and whereas great and prosperous farming sections may be sparcely settled and but slightly tilled a great manufactur-

ing center must of necessity become populous, a swarming hive of industry, characterized by large concentrations of wealth, the most profitable market for home products, a liberal dispenser of benefits to those engaged in and to those dependant upon it, and also to all contiguous properties and lines of business.

Iron, coal and timber are the three chief elements in the constitution of great manufacturing centers, and when these are easily accessible to good harbors and convenient waterways, every requirement is fulfilled. But when these advantages are supplemented by practically unlimited waterpower, the combination becomes irresistible and it requires no gift of prophecy to foresee a brilliant future for the locality thus favored.

These are the advantages possessed by Seattle beyond comparison with any city in the world, and the statistics published elsewhere show that her advantages have been recognized, and that the enterprises thus far inaugurated have attained to vigorous conditions. And the principle acted upon by nearly all civilized governments, to the enormous betterment of the condition of their people, should be taken to heart by the property-holding and business classes of this city.

The output of her saw and planing mills foots up two hundred and forty million feet, valued at $2,266,000; her brickyards turned out one hundred and thirty-seven million brick, valued at $1,644,500; she has iron works worth $310,000, whose output for the year amounted to $617,600; in carriage and wagon manufacture there is $46,200 of capital invested, with an output of $81,000, employing fifty men at an average wage of $3 per day; shipbuilding has been active; the planing mills separate from the lumbering concerns have turned out work to the amount of $1,518,000; in the butchering business $200,000 of capital is employed, with a payroll of $71,175 per annum and an output valued at $1,145,813.60; in roofing $77,000 of capital is invested, and their output for the year was $208,400; in artificial stone and cement (as yet in its infancy) the output is estimated at $50,000; in sixteen establishments engaged in cigar manufacture sixty-one men are employed and turn out 4,680,000 cigars per annum, valued at $187,200 and a payroll of $36,720; in soap manufacture $30,000 capital is invested and the output was $50,000; in tanneries $20,000 capital and $107,000 output; in tent, sail and awning making $5,000 capital and $26,000 output; in harness and saddles $30,00 capital and $50,000 output; in candy factories $60,000 capital and $68,000 output; in furniture (barely begun) $124,000 output; in shingles $216,000 output; bakeries employ 350 persons and turn out $365,000 of product; marble works, capital $30,000, output $40,000, employing 20 hands at $3.50 per day; mattresses, $53,000 capital and $126,000 output; box factory



KING COUNTY COURTHOUSE. (Under Construction.)

employs 30 men at $3.50 per day, and in seven months turned out $50,000 worth of work, consuming 700,000 feet of lumber; in broom manufacture $8,000 invested, 14 hands employed, payroll $7,400, output 6,000 dozen, valued at $18,000; oil clothing, output $5,000, capital $6,000; drugs, output $208,000; overalls, capital $2,500, output $2,475; crackers, capital $30,000, putput $75,000; spices, just started with a capital of $10,000; picture frames and window shades, output $54,000; sausage factory, output, four months, $4,800; breweries, output $315,000; brass foundry, output $7,200.

A large elevator and grain warehouse with capacity of 600,000 bushels is now being erected at West Seattle and will be completed in time to handle the wheat crop this fall. It is the intention to do a large export business.

Seattle, thanks to the energy of her citizens, manufacturers largely, but still enough has not been done in that direction. Now that wheat is to be shipped from this port three or four large flouring mills will be needed to grind the wheat into flour for consumption in Seattle and other cities on the Sound, as well as in Alaska, British Columbia and China. There is a great opportunity for the flouring mill industry in this city. Several tanneries could be established to advantage here, and it would not hurt to have two or three more salmon canneries. There are hundreds of manufacturing enterprises that could be entered into here with advantage. It is the leading city on the Sound, and here can be found the greatest advantages for the location of factories, because a splendid home market is already provided.

There are some branches of the wholesale trade not yet fully represented. We would especially call attention to the excellent opportunities for wholesale dry goods, boot and shoe and paint and oil houses.

BANKS.

Of all the industries doubtless the one which furnishes the most reliable indication of commercial activity is the banking business.

The amount of money deposited in the banks of Seattle has increased by $2,235,812 since last May. In May, 1889, it was $4,118,033; on or about June 1, 1890, it was $6,353,845. Notwithstanding all the large amounts of money sent away there is a clean gain of 50 per cent in one year. Enthusiasm may paint in glowing colors the growth and bright future of a community; self-interest may hopefully exaggerate the advantages of the present and the promises held out of greater prosperity, but the banks tell a cold-blooded, unimpassioned tale of hard, actual cash, counted dollar by dollar.

Crowds congregate, men use bad judgment sometimes in building costly edifices, booms stir the blood; but the man who holds the money bag does not get excited. There is no romance about the statement that the total resources of the banks in the city amount to $8,631,227. If to this be added the Bank of British Columbia, which has a branch established in Seattle, the entire capital represented would be 11,631,227, but as no figures can be obtained by which the local business can be determined, it cannot be included in a definate shape.

In order to appreciate the financial condition of the city and its marvelous recuperation, but a few comparative facts need be given. A fire is not like a financial or commercial cataclysm. It comes suddenly and the condition of a city a few days before it happens—so far as the disaster is concerned—may be taken as normal. The end of May, 1889, therefore, is a good time with which to make comparisons. On the day of the anniversary of the fire the business of the city was so far promising that the Bank of North Seattle had just been incorporated and the Washington National Bank was preparing for business, its date being July 1, 1889. For a few months after the fire several million of dollars poured into the city. The insurance companies promptly paid their risks and Eastern capitalists hastened to seek investment. The record of real estate transfers affords only incomplete testimony because a considerable portion of the purchase price was in many cases left unpaid. What was paid was put into buildings by those who sold. The value of buildings erected since June 6th last, is shown by the permits granted to be over $8,000,000. Of this, probably one third is borrowed, the remainder being investment of money realized from sales of land. No loan of any magnitude was made at a higher rate than 8 per cent., to run for five years, and where buildings are complete they are fully occupied at a rental ranging from 12 to 18 per cent. It is within the mark to say that $500,000 is lying in the banks belonging to Eastern capitalists, awaiting opportunity for investment. The tempting advancement in real estate values and the demand for houses at high rental has induced many merchants, and almost anybody else, to put at least a portion of their capital into land. It is this which makes the condition of the banks, under the circumstances, seem so remarkable.

The following comparison of the amount of deposits at the several banks in May last and on or about June 1st of this year, speaks for itself.

BANKS.	1889	1890	
	DEPOSITS.	DEPOSITS.	RESOURCES.
Puget Sound	$ 798,432	$ 1,099,715	$ 1,411,547
Dexter Horton & Co	1,885,693	2,066,518	2,370,170
First National	720,000	889,666	1,212,200
Bank of Commerce	62,000	185,000	230,000
Merchants' National	539,795	564,434	852,122
Guarantee Loan and Trust	112,113	232,596	373,568
North Seattle		203,158	266,124
Washington National		229,977	368,598
Boston National		432,828	787,857
Washington Savings		204,006	264,591
Seattle National Bank		245,947	494,450
Bank of British Columbia		*100,000	3,000,000
Total	$ 4,118,033	$ 6,453,845	$11,631,227

*Estimated.

Not only have five new banks opened within a year but some of the old banks have either enlarged their capital stock or added surplus to their working resources. The new banks are the Bank of North Seattle, Washington National, Boston National, Washington Savings Bank, Seattle National Bank, and a branch of the Bank of British Columbia.

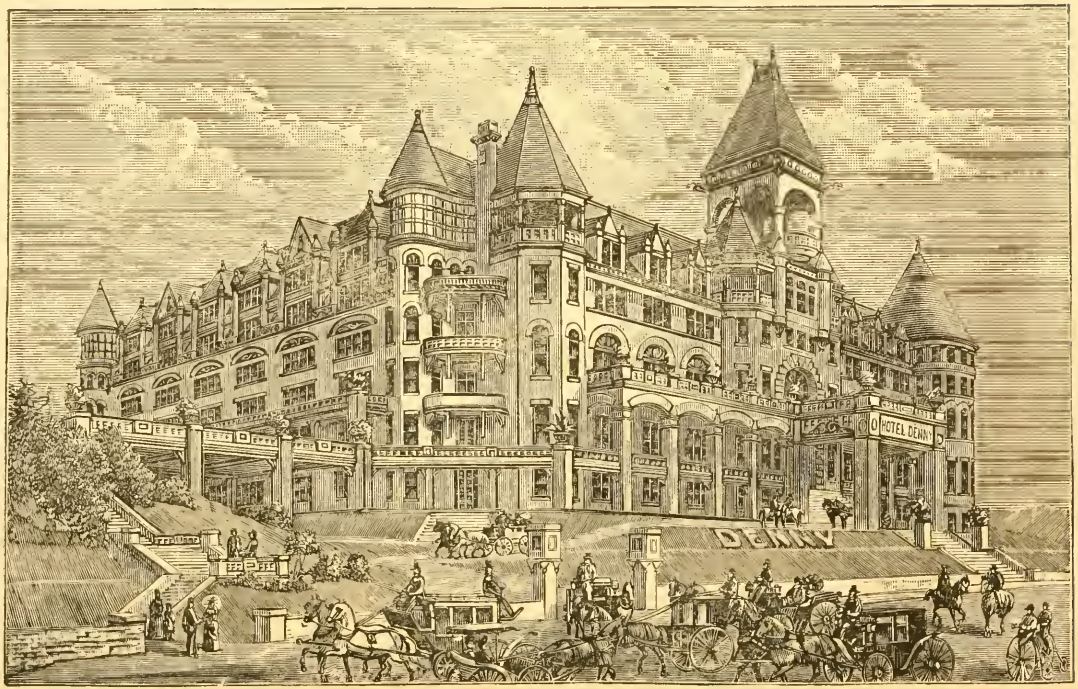
The Seattle National Bank has increased its capital from $125,000 to $200,000; its cash reserve from $98,463 to $232,402.

The Puget Sound National Bank has added to its surplus by $20,000 and its undivided profits $25,018.

Dexter Horton & Co. have added to their surplus by $50,000.

Since May 1, 1889, Bank of North Seattle has added profits of $11,489.

The First National Bank has a surplus fund of $50,000 and undivided profits amounting to $75.70.



DENNY HOTEL.

The Washington National Bank reports within its first year a net profit of $9,922.

The Merchant's' National reported on June 6, 1889, a surplus of $5,000, now it is $20,000; they had then undivided profits amounting to $29,252; on May 17, 1890, they had $45,040.

The Boston National Bank opened its doors November 11, 1889. On May 17, 1890, its surplus and undivided profits amounted to $4,582.

The Washington Savings Bank has increased its surplus and undivided profits to $10,584.

The Guarantee Loan and Trust Company has increased its capital from $50,000 to $120,000, and its undivided profits have reached $11,217 notwithstanding exceptional expenses.

The record cannot be paralleled anywhere. It must be borne in mind that very heavy expenses have had to be incurred by every Bank this year. All the property of the old Banks was destroyed, and business has been conducted under the most inconvenient circumstances.

The clearing house was not established in Seattle until August 26, 1889. At the end of the first week the statement showed a total of $610,031; for the third week in May, 1890, it was $1,130,297, an increase of $520,266. The great amount of fall business and the activity in real estate in November brought the figures up as high as $1,549,504, but with the exception of one or two weeks, when the natural fluctuations of the season's trade are apparent, the gain has been steady.

Investment is eagerly sought at as low as 7 per cent.; but a considerable business is done by local brokers and syndicate agents, who borrowed money in the East at 7 and even 6 per cent., and reinvested it at 9 and 10 per cent. Short loans are placed at 1 per cent. a month.

Besides the usual real estate mortgages and commercial paper transactions large sums of money have been placed in local enterprises. Money is waiting to be loaned on the city water bonds at five per cent., the grain elevator has attracted capital, projected cable and electric lines find capital easy to command; new steamers on the Sound, the Great Northern Railroad, and the transcontinental road have brought money into the city which does not enter into any of the compilations made in this article, and the advent of the Union Pacific will set thousands of dollars of foreign capital flowing into the local avenues of trade.

A subject so prolific of fascinating deductions cannot be enhausted within narrow limits, and only sufficient data are given to afford suggestive calculations for business men dealing in undorned statements of incontrovertible facts.

"In June, 1889, the taxable property of the city was $16,000,000, now it is $26,000,000. That is a very considerable increase of value within one year. But what is even more significant is that in 1889 the total amount of mortgages on real estate was $2,500,000 or so, this year we have no more than $3,000,000 or a fraction less, although the additional buildings are probably worth $8,000,000. This is evidence that the large amount of building has been at the expense of property owners and not on borrowed money. Owners of land have sold a portion and used the money to put up structures."

"This fact alone dissipates any fear that there can be serious depression. The foreign capital brought into the city and of which so much has been said has gone directly into investment and not in the shape of loans. This has greatly stimulated business in the city, and if any reaction comes it will be a natural consequence of the ebb and flow of trade, and not due to any run upon property or foreclosure of mortgages.

"The banking capital of the city has grown from $700,000 about June, 1889, to its present proportions of $1,500,000. Deposits in all the banks amounted in 1889 to $3,000,000, now they are fully $6,000,000.

The Seattle Clearing house was established August 26, 1889. The exchanges since that time by months has been as follows:

August, 1889	$ 425,980.86	January, 1890	$4,212,522.26
September, "	2,463,558.77	February, "	3,362,850.17
October, "	5,914,843.38	March, "	4,331,406.34
November, "	4,406,855.61	April, "	4,734,043.08
December, "	3,368,240.23	May, "	4,786,286.13

The increase of business in the Seattle Postoffice will also indicate the growth of businesss of the city. The gross receipts from box rents, and sales of stamps, envelopes, postal cards and wrappers for the past three years was follows:

July 1, 1887, to July 1, 1888	$26,890.96
July 1, 1888, to July 1, 1889	46,962.51
July 1, 1889, to July 1, 1890	77,828.45

Capital is proverbially cautious, and where heavy concentrations of it are noticeable it is safe to assume that there are assur-

ances that security is good and future prospects promising. The formation of 668 incorporated companies in Washington within the past year, with a capital of $226,012,295, speaks volumes for the estimation in which the State is held by the moneyed classes. Of the above amount eighty-five million is represented in Seattle corporations.

The United States Land Office in Seattle did a greater business in 1889 than any other land office in the country. A million and a quarter acres were disposed of. The following statements show the business done from January 1st to June 15th, 1890:

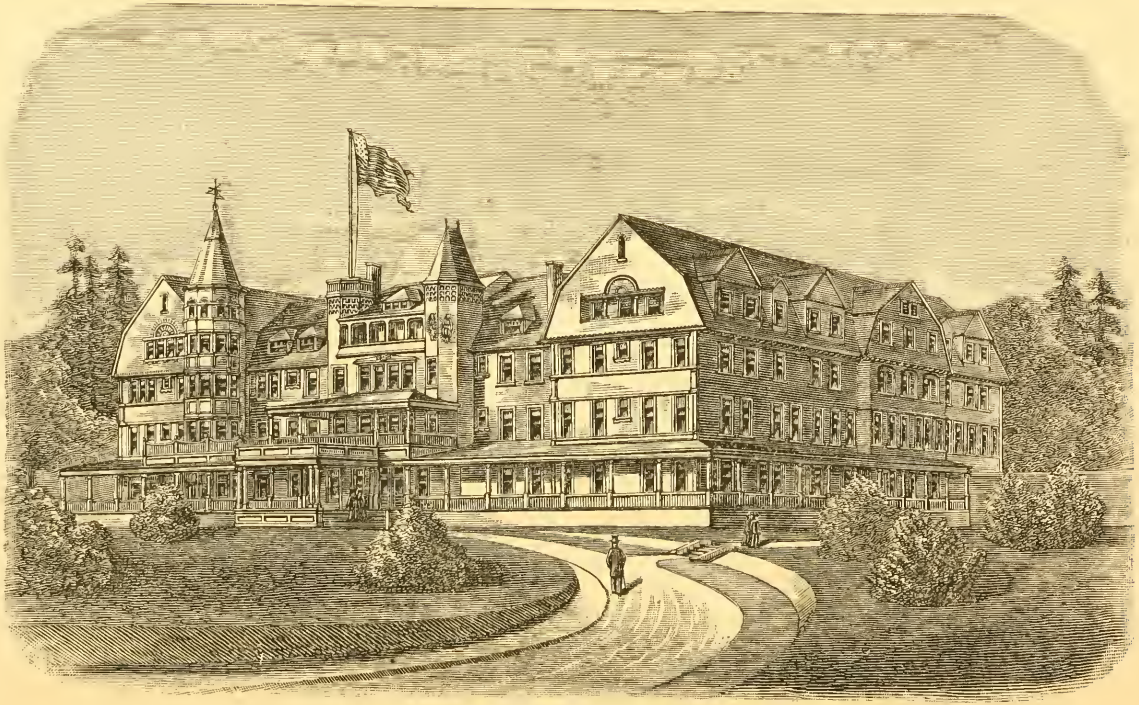
CHARACTER OF ENTRY.	NO. ENTRIES	AREA EMBRACED.
Original homesteads	1532	200,190.05
Final homesteads	731	112,637.48
Pre-emption declaratory statements	1616	258,560.00
Soldier declaratory statements	10	1,600.00
Coal land declaratory statements	54	8,640.00
Mining claims	2	
Timber land final proofs	488	65,117.41
Pre-emption cash proofs	1080	155,114.42
Commuted homesteads	440	65,492.22
Coal cash entries	14	2,056.54
Totals	5967	869,408.12

Total Acreage on which final proof has been made and final receipts issued therefor, 401,418.07. Total cash, $758,121.02.

RAILROADS.

Washington is acquiring a railroad system of great magnitude and national importance, of which Seattle is being made the principal terminus. Owing to its remoteness from the great centers of population and wealth, and to the consequent slowness of its earlier development, but little progress was made in railroad building until recent years. In 1870, there were but five miles of railroad in the State. On the 1st of January, 1890, there were 1717 miles, of which 398 were built during the year 1889. It is estimated that 800 miles of road will be constructed this year, which will make the mileage January 1st next 2517.

As in ancient days all roads led to Rome, so at the present time all railroads in the Northwest lead to Seattle. The Seattle, Lake Shore & Eastern, Northern Pacific and Columbia & Puget



RAINIER HOTEL.

Sound roads are the three now doing regular freight and passenger business in Seattle. The Great Northern has been granted facilities and will make this its western terminus. Work on this road is being pushed to completion as rapidly as possible. The Union Pacific has also been granted a franchise, will make Seattle its chief Sound terminus and is pushing work on its line from both Portland and Seattle ends. Work on the Fairhaven & Southern and on the northern extension of the Seattle, Lake Shore & Eastern is progressing rapidly. Both of these lines will make connection with the Canadian Pacific this year, so that within a short time Seattle will have four great transcontinental roads, and very likely five, as it is believed the Southern Pacific will not long remain without direct rail communication with this city.

In the matter of street railways Seattle is without a peer among cities of her size in the Union. Horse power was abolished some years since and more modern, humane and rapid systems substituted. The street car lines of Seattle are cable and electric. Diverging from a common point near the business center, they radiate to all parts of the city. There are now in operation 16 miles of cable and 21½ miles of electric roads; in process of construction or under contract: cable, 4 miles; electric, 24 miles; steam motor, 4 miles.

The real estate transfers in Seattle for 1889 amounted to $15,055,794. The transfers from January 1st to June 1st, 1890, amount to $9,722,033.58.

Seattle is well supplied with light, both gas and electricity being used.

Three telegraph companies are represented here—the Western Union, Pacific Postal, and Puget Sound Cable companies.

The present indebtedness of Seattle is about $300,000. Assessed valuation of real estate and personal property, 1889, $16,016,900; tax rate, 12 mills. Total value of real estate and personal property, $55,000,000. Total tax rate—State, County, City and School for 1889—29 mills.

In one respect Seattle surpasses all other cities of her class, that is in the matter of newspapers. She has four dailies that would do credit to any city of 100,000 inhabitants. In the order of their age they are the *Post-Intelligencer*, the *Times*, the *Press* and the *Journal*, the first and last-named being morning and the other two evening papers. The regular daily edition of each is eight pages, while every week several twelve and sixteen page papers are issued, and on special occasions immense papers of twenty to thirty-two pages. Their news service is complete, while mechanically and editorially they are unexcelled. Connected with each of the dailies

is a mammoth, first-class, clean weekly, and in addition to these are a number of other fine weeklies, including the *Budget*, illustrated and of twelve pages; the *Observer*, illustrated and of twenty-four pages; the *Sunday Star*, the *Leader* and papers printed in foreign languages. There are also the *Washington Churchman* and the *Washington Magazine* of monthly issue and a number of clean publications devoted to hotels, railroads and like interests. The warmest feelings are entertained by citizens of Seattle towards their newspapers, the patronage bestowed upon them being exceedingly generous and fully deserved.

The Seattle Chamber of Commerce was incorporated March 3d, 1890, with a capital stock of $30,000. Membership limited to 300; each member required to be the owner of one share of stock. Every share of stock has been issued and there being many applications for admission the advisability of increasing the membership is now being considered The Chamber occupies a very fine building and grounds on the corner of Third and Marion streets which it has fitted up in elegant style since the first of April, and now has quarters second to none in the west. The work of the Chamber is devoted to public interests of Seattle and vicinity and has been of special service in securing the extension to and location of railroads in the city. In offering inducements for the development of mines and demonstrating the great mineral wealth of our State; by setting apart a room in its building for the display of specimens from each mine desiring representation; also, procuring at its own expense an assay by the State Geologist of all ores sent by mine owners. The Chamber will also place on exhibition samples of the agricultural, horticultural and timber resources, as well as of the manufactures of this section.

AVERAGE YIELD OF CROPS IN WASHINGTON.

Wheat	25	bushels per acre.
Oats	55	" " "
Barley	27	" " "
Rye	27	" " "
Potatoes	125	" " "
Hops	1700	pounds " "

RESUME OF SEATTLE STATISTICS.

Population, May census	43,467
Average death rate	7 in every 1,000
Buildings erected last year	3,465
Property assessment (1889)	$16,078,685
Property assessment, estimated (1890)	$26,000,000

(Above figures are based on 40 per cent of actual valuation.)

MAP OF THE STATE OF WASHINGTON.

Real estate transactions (1889)	$15,055,794
Real estate transactions (5 months, 1890)	$9,722,033
Local freight tonnage	1,179,000
Docks, area (acres)	21.11
Dock warehouses, area (square feet)	158,800
Water frontage, (miles)	6
Capital invested in manufactures	$7,000,000
Value of output	$12,000,000
Miles of street railway in operation	37½
Miles of street railway under construction	32
Lumber output, 1889 (feet)	170,099,000
Coal output, 1889 (tons)	450,320
Brick output, 1889	40,000,000
Iron industry, value	$826,420
Salmon canneries, output, 1889 (cases)	25,000
Wholesale trade, exclusive of lumber	$17,700,000
Public schools	11
State University	1
School children registered	4,502
Average attendance	3,102
Churches	43
Membership	8,285
Highest temperature in ten years	94° above zero
Lowest temperature in ten years	3° above zero

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